

Established February, 1845.

PRICE, \$2 PER MONTH.

## Shipping.

**Steamers.**

**FOR SINGAPORE, HAVRE AND  
HAMBURG.**

*(Taking Charge of through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LONDON, LIVERPOOL  
and BREMEN.)*

The Steamship  
*Polychymia*,  
Capt. J. BEHRENS, will  
be despatched for the  
above Ports on **TUESDAY**, the 10th Inst.,  
at 10 a.m.

For Freight or Passage, apply to  
**SIEHMSEN & Co.,**  
Agents.

Hongkong, December 2, 1869. 2268

**AUSTRIA-HUNGARIAN Lloyd's**  
**STEAM NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, PENANG,**  
**COLOMBO, BOMBAY, ADEN,**  
**HODEIDAH, MASSUA, JEDDAH,**  
**SUEZ, PORT SAID, BRINDISI,**  
**TRIESTE AND VENICE.**

*(Taking Cargo at through rates to CAL-*  
*CUTTA, MADRAS, PERSIAN GULF,*  
*RED SEA, BLACK SEA, LEVANT*  
*and ADRIATIC PORTS.)*

The Co.'s Steamship  
*Elektra,*  
Capt. A. LUSICK, will be

TUESDAY, the 10th Instant, at Noon.  
 Cargo will not be received on board after  
 5 p.m. prior to date of sailing.  
 For further information as to Passage  
 and Freight, apply to  
**DAVID SASSOON, SONS & Co.,**  
 Agents.  
 Hongkong, December 2, 1880. 227

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**OCEAN STEAMSHIP COMPANY.**  
**FOR SHANGHAI VIA AMOY.**  
*(Taking Cargo and Passengers at through rate*  
*for NINGPO. CHEFOO. NEW-*

CHWANG, TIENTSIN, HANKOW  
and Ports on the YANGTSE.)

The Co.'s Steamship  
*Patrolus*, will be  
Capt. ANDERSON, will be  
dispatched as above on  
FRIDAY, the 10th Instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents.*

Hongkong, December 2, 1869. 227

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
*Patrolus*,  
Capt. FURFORD, will be  
dispatched as above on  
WEDNESDAY, the 11th Instant.

Passengers for Europe desiring to proceed OVERLAND, can, on application to the Undersigned, obtain their tickets for forwarding for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. Algiers is 24 hours short from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents.*

Hongkong, December 3, 1869. 228

CHINA NAVIGATION COMPANY,  
LIMITED

**FOR PORT DARWIN, QUEENSLAND,  
PORTS, SYDNEY & MELBOURNE.**

The Co.'s Steamship  
*Clayton*  
H. H. HUNT, Commander, will  
be dispatched as above  
on **FRIDAY, the 20th Instant, at 4 p.m.**

The attention of Passengers is directed  
to the Superior Accommodation offered by  
this Steamship. First-class Saloon and Cabin  
are situated forward, and Second-class  
Second-class Passengers are berthed in the  
Peep. A Refrigerating Chamber ensures  
the supply of Fresh Provisions during the  
entire voyage. A duly qualified Surgeon  
carries.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, December 9, 1889. 230

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**STEAM TO LONDON (DIRECT),**  
*Calling at INTERMEDIATE PORTS.*

The P. & O. S. N. Co.,  
Steamship  
*Havannah*  
Capt. W. J. B. WATKINS  
will leave for the above places on: **SUN  
DAY, the 14th December.** This Vessel  
disconnected from the Mail Service, but  
has excellent accommodation for all classes  
Passengers (First Saloon only) at reduced  
rates. Electric Light, Dock Cabins. Sa-  
goon carried, &c.

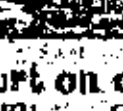
**E. L. WOODIN,**  
Superintendent.

P. & O. S. N. Co.'s Office  
Hongkong, December 5, 1889. 229

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**SHIRE LINE OF STEAMERS.**

FOR LONDON, HAMBURG AND  
ANTWERP.



**The Steamship**  
**Mountbatten**

**Captain Gifford**, will be  
dispatched for the above  
Port on or about the 21st Instant.

This Steamship has superior Passenger  
Accommodation.

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.

Hongkong, December 7, 1889. 220

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**Sailing Vessels.**

**FOR NEW YORK.**

The **S.S. L. L. Amherst** Ship  
of **U. S. Registry**,  
**Honolulu**, Master, will leave  
here for the above Port, and  
will have quick despatch.

For Freight, apply to  
**RUSSELL & Co.**

Hongkong, November 7, 1889. 220



## To-day's Advertisements.

**ZETLAND LODGE.**  
No. 555.

An Emergency MEETING of the above LODGE will be held in the FARMERS' HALL, Zetland Street, TO-MORROW, the 10th Instant, at 5 for 5.30 p.m. proceed. All VISITING BROTHERS are cordially invited.

If you wish to meet a friend between the hours of 8.30 p.m. and Eleven o'clock—

**WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.**

THE FASHIONABLE RESORT OF HONGKONG,  
**OPEN TWICE DAILY,**  
at 2.30 p.m. and 8 p.m.  
LOCATION OF OUR MARQUEE:  
THE OLD CENTRAL MARKET.

**REDUCED PRICES! REDUCED PRICES!**

Boxes of 6 Chairs ... \$9.00  
Single Seats in Boxes ... 1.50  
Dress Circle Chairs ... 1.00  
Stalls, Carpeted Seats ... 0.50  
Soldiers and Sailors in uniform—To Fit 25 Cents.

Boxes and Seats can be reserved at KELLY & WALSH, Limited.  
Hongkong, December 9, 1889. 2319

**GARRISON THEATRE.**

**MILITARY MUMMERS.**  
H. J. BYRON'S  
FARCEFUL COMEDY in 3 Acts,  
**'UNCLE,'**

will be given by the above on  
**THURSDAY,**  
and  
**SATURDAY.**

To be preceded by  
The Farce "TURN HIM OUT" on  
THURSDAY,  
and "BORROWED DUMMIES" on  
SATURDAY.

Doors open at 8.30. To commence at 9 p.m.

Tickets:—Reserved Seats, \$1.00 (numbers),  
First Seats, 50 Cents, can be  
obtained from Mr. J. C. WATSON, Sup't  
Clerk, Commercial Buildings.  
Hongkong, December 9, 1889. 2322

**A VOCAL AND INSTRUMENTAL CONCERT**  
will take place at the  
**CLUB LUSITANO,**  
on  
**SATURDAY,**

the 14th Instant,  
IN AID OF THE ORPHANS OF THE WEST  
POINT REFORMATORY.

The Programme will be published on  
Thursday, the 12th Instant.  
Hongkong, December 9, 1889. 2323

**CITY HALL.**  
**NOTICE.**

THE Annual General MEETING of  
SHAREHOLDERS in and SIB  
SUBSIDIES to the above Institution will be  
held in the LIBRARY, at a quarter past  
Twelve in the Afternoon, on WEDNES-  
DAY, the 11th December instant.

H. L. DENNIS,  
Secretary.  
Hongkong, December 9, 1889. 2321

**SITUATION.**  
AN ENGLISHMAN of considerable Bu-  
siness experience desires a situation of  
trust, where a thorough knowledge of  
Book-keeping, Correspondence, and Gen-  
eral Business would be a consideration.  
First-class References.

For further Particulars and Terms, apply  
to 'A. B. C.' China Mail Office, Hong-  
kong.  
9th December, 1889. 2324

**NOTICE TO CONSIGNEES.**  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S.S. *Ararat* Avar having arrived  
from the above Ports, Consignees of  
Cargo are hereby informed that their  
Goods are being landed at their risk into  
the Hongkong Kowloon Wharf and  
Godown Company's Godown, at West  
Point, whence delivery may be obtained.  
Cargo remaining undelivered after the  
15th instant will be subject to rent. No  
Fire Insurance has been effected.

Consignees are hereby informed, that all  
Claims must be made immediately, as  
none will be entertained after the 11th  
Instant.

Bills of Lading will be countersigned by  
**DAVID SASSOON, SONS & Co.,**  
Agents.  
Hongkong, December 9, 1889. 2316

**FOR SINGAPORE, BATAVIA, SAMA-  
RANG AND SOERABAYA.**

The Steamship  
*Goatara*,  
Capt. Russell, will be  
despatched at above on  
or about the 16th Instant.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, December 9, 1889. 2318

**FOR LONDON, VIA BATAVIA AND  
SUEZ CANAL.**

The Steamship  
*Arabic*,  
Capt. W. M. Smith, will be  
despatched at above on  
TOURDAY, the 17th Instant.  
This Vessel offers exceptional advantages  
for First-class Passengers.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, December 9, 1889. 2227

## To-day's Advertisements.

**FOR YOKOHAMA AND KOBE.**  
The Steamship  
*Phoenicia*,  
Capt. L. VORSTER, will  
be despatched for the  
above Ports TO-MORROW, the 10th Inst.,  
at 3 p.m.

For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
Agents.  
Hongkong, December 9, 1889. 2314

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

**FOR SHANGHAI VIA SWATOW.**  
(Taking Cargo & Passengers at through rates  
for SWATOW, HANKOW and Ports  
on the YANGTZE.)

The Co.'s Steamship  
*Taisang*,  
Capt. JACKSON, will be  
despatched at above TO-  
MORROW, the 10th Instant, at 3 p.m.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, December 9, 1889. 2317

**FOR SHANGHAI.**  
The Steamship  
*Amoy*,  
Capt. T. L. LEMMAN, will  
be despatched for the  
above Port TO-MORROW, the 10th Inst.,  
at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to  
**SIEMSEN & Co.**  
Hongkong, December 9, 1889. 2308

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY & FOCHOW.**  
The Co.'s Steamship  
*Haitan*,  
Capt. S. ASHBY, will be  
despatched for the above  
Port on WEDNESDAY, the 11th Inst., at  
Daylight, instead of as previously advertised.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.  
Hongkong, December 9, 1889. 2303

**THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**  
The Steamship  
*Formosa*,  
Capt. H. H. H. will be  
despatched for the above  
Port on WEDNESDAY, the 11th Inst., at  
4 p.m.

For Freight or Passage, apply to  
**RUSSELL & Co.,**  
General Managers.  
Hongkong, December 9, 1889. 2306

**FOR SINGAPORE, PENANG AND  
CALCUTTA.**

The Steamship  
*Ararat* Avar, Capt. J. G. OLEST, will be despatched for the  
above Ports on THURSDAY, the 12th  
Inst., at Noon.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & Co.,**  
Agents.  
Hongkong, December 9, 1889. 2315

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**FOR HAIPHONG, TOURANE AND  
QUINHOON.**  
The Co.'s Steamship  
*Archipel*,  
Capt. AUBREY, will be  
despatched for the above  
Ports about the end of the week.

For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, December 9, 1889. 2325

**DAKIN BROS. OF CHINA,  
LIMITED.**

**CHEMISTS.**  
HAVE JUST UNPACKED  
SPECIAL SHIPMENT OF  
PLAIN AND FANCY  
CONFECTIONERY.

Ex Arabic and Hongkong,  
including—  
GIBSON'S SWEETS, FIGS, and  
CADBURY'S CHOCOLATES.

**GLACE-FRUIT, CANDIES AND  
SWEETS,**  
consisting of—  
LEMON, CHERRY TIP and CHOCOLATE  
BONBONS.

CHOCOLATE, CHOCOLATE, MINT, VANILLA  
AND LEMON CREAMS.  
MAPLE CHEWING CHOCOLATE.  
HONEY CHEWING CHOCOLATE.  
CHOCOLATE NONPAREILS.

FRUIT FLAT JACKS.  
MORSE'S.  
CHOCOLATE ALMONDS.  
JORDAN ALMONDS.  
BROWN ALMONDS.  
JELLY CREAM SQUARES.  
&c., &c.

All in good condition and at excep-  
tionally low rates.  
22, Queen's Road Central,  
Telephone No. 60.  
Hongkong, December 9, 1889. 2297

**SHIPPING.**

**ARRIVALS.**  
December 8, 1889.—  
*Ararat* Avar, British steamer, 1,392  
T. G. O'Leary, Calcutta November 18, Sangor  
21, Penang 27, and Singapore 30, General.  
—DAVID SASSOON, SONS & Co.

*Haitan*, British str., 1,183; S. Ashby,  
Swatow December 7, General.—DOUGLAS  
STEAMSHIP CO.

*Chasson*, French despatch-vessel, Capt.  
Bogard, Nagasaki December 3.  
—Formosa, British steamer, 674; T. Hall,  
Tamsui and Amoy December 7, General.—  
DOUGLAS STEAMSHIP CO.

*Freja*, Danish steamer, 400, O. A. Lund,  
Fakhoi December 6, and Hoihow 7, General.  
—ARNDSEN, KARBENSE & Co.

*Hanchow*, British steamer, from Wham-  
poa.  
—Pho Chem Kiao, British steamer, 1,011,  
Had fine weather.

## Business Notices.

**THE HALL & HOLTZ**  
CO-OPERATIVE COMPANY, LIMITED.

**X PRESENTS M FANCY GOODS.**

**INSTRUCTIVE A TOYS, DOLLS.**

**ORNAMENTAL S BONBONS.**

**THE HALL & HOLTZ CO-OPERATIVE LTD**

Hongkong, November 30, 1889. 2265

W. H. WATSON, Bangkok Nov. 30, General.  
—YUEN FAR HONG.

**December 9.—**  
*Taisang*, British steamer, from Whampoa.  
Salama, British barque, 364, A. G.  
Swenson, Nanchang November 27, and  
Chaofo 30, Bansa and Oil.—MASTER.

*Velocity*, British barque, 401, R. Martin,  
Honolulu November 4, General.—CHURCH.

*Tureine*, French flag ship, 6,400, Capt. M.  
Anby de la Noe, Shanghai (Saddles) Dec.  
6.

*Ganges*, British steamer, 2,110, Alderton,  
London October 24, and Singapore Dec. 3,  
Mails and General.—P. & O. S. N. Co.

*Djemah*, French steamer, 1,964, Bonne-  
foy, Shanghai December 7, Mails and  
General.—MESSAGERIES MARITIMES.

*Porpoise*, British man-of-war, 1,770, R.  
W. White, Pakhoi December 7.

*Asie*, French gunboat, 600, Malapert,  
Shanghai December 4.

*Coloma*, American barque, 843, C. M.  
Noyes, Portland, Or., October 19, Lumber  
and Spars.—CAPTAIN.

**DEPARTURES.**  
December 8.—  
*Tecuan*, for Whampoa.  
*Chung*, for Swatow and Bangkok.  
*Alvino*, for Hoihow and Pakhoi.  
*Apurda*, for Nagasaki.  
*Prado*, for Haiphong.  
*Mika Maru*, for Katschinotzu.  
*Singpo*, for Whampoa.

**December 9.—**  
*Fidela*, for Amoy.  
*Wang*, for Amoy.  
*Fushun*, for Shanghai.  
*Taiwan*, for Batavia.  
*Taiwan*, for Swatow.  
*Zafiro*, for Manila.  
*Venicia*, for Yokohama.

**CLEARED.**  
*Satsuma*, for Whampoa.  
*Polythemia*, for Singapore and Hamburg.  
*Phoenicia*, for Yokohama and Kobe.  
*Clara*, for Haiphong.

**PASSENGERS.**  
**ARRIVED.**  
Per *Ararat* Avar, from Calcutta, Mrs.  
Olliff, Misses Manuk and Arrakel, Mr.  
Vardon Jordan, and Pichos, 5 Indians,  
and 200 Chinese, 10 women and 1 child.

Per *Haitan*, from Swatow, 180 Chinese.  
Per *Formosa*, from Tamsui, Dr. Howie,  
and Mr. Ah Lum, and 42 Chinese.

Per *Freja*, from Pakhoi, Bishop Burdon,  
and 120 Chinese.

Per *Pho Chem Kiao*, from Bangkok, 77  
Chinese, from Honolulu, 2 Euro-  
peans, and 154 Chinese.

Per *Ganges*, for Hongkong: from Lon-  
don, Mr. Phillips, Miss Piercy, Staff-Surg.  
Hawton, Miss McGregor, Mr. G. Elder, and  
Miss Clara; from Naples, Mrs. Dalmas;  
from Brindisi, Mrs. H. B. Brown; from  
Bombay, Mr. Lounet; from Penang,  
Mr. J. Masterton, Mr. and Mrs. Chin Hin  
and infant, Mr. Gam Sim, and 3 Chinese;  
from Singapore, Messrs G. A. Gosling, W.  
Warren, and Mrs. Warren, Dr. and Mrs.  
Kee, Messrs James Ross, G. A. da Silva,  
Choo Hock, Kiam Seng, Macat, and 3  
Chinese, for Shanghai: from Marseilles,  
Mr. Benoit; from London, Messrs A. E.  
Jones, Anderson, Allen, Grainger, Ally,  
Dikie, Stark and Hall; from Singapore,  
Mr. J. Angle; for Yokohama: from Singa-  
pore, Messrs A. H. White and O'Brien.

Per *Djemah*, for Hongkong: from Shang-  
hai, Mrs. Douglas, infant and amah, Mrs.  
Fudley and amah, Mr. and Mrs. Humphreys,  
Messrs Malson, Luckner, Achelis, Schei-  
beler, Berres, Harris, Debus, and 5 Chinese;  
from Yokohama, Mr. and Mrs. Agi, Mr.  
Shank, and 1 Chinese; from Kobe, Mr.  
Skyles, and Mrs. Amca; from Shanghai:  
for Singapore, Mr. Saunders; for Alexan-  
dria, Mr. von Fries; for Marseilles, Mr. and  
Mrs. Foret, infant and amah, Mr. Horburgh,  
Capt. Hill, Messrs Collins, Emsw, Maleson,  
Kusaka Ogawa, Hoshizoto, Higashimori,  
and 1 Chinese; from Kobe: for Singapore,  
Mr. Takahashi; from Yokohama: for Singa-  
pore, Mrs. Takai; for Marseilles, Messrs de  
Groot, Mori, Kawamura and Kimura.

Per *Coloma*, from Portland, Or., Capt.  
W. W. Nelson, Miss Edith Nelson, Mrs.  
Armstrong and daughter, Miss Rita Mc-  
Carver, and Mr. R. W. Hoyt, and 189 Chi-  
nese.

**DEPARTED.**  
Per *Namkang*, for Amoy, 10 Chinese.  
Per *Chung*, for Swatow, 150 Chinese.  
Per *Alvino*, for Hoihow, 100 Chinese.  
Per *Fushun*, for Shanghai, 100 Chinese.  
Per *Prado*, for Haiphong, 20 Chinese.  
Per *Zafiro*, for Manila, 2 Europeans.  
To DEPART.

Per *Phoenicia*, for Yokohama, 1 Euro-  
pean.  
Per *Clara*, for Haiphong, 2 Europeans,  
and 20 Chinese.

**SHIPPING REPORTS.**  
The British steamer *Ararat* Avar re-  
ports: Being detained at Sangor owing to  
bad weather (cyclone) in the Bay of Bengal.  
On the 30th inst., left Singapore with fine  
weather. On the 3rd instant, fresh mon-  
soon 4th, wind increasing with very high  
sea; 8.30 p.m., 6th instant, carried away  
the foremast, blowing hard and very heavy  
sea running and continually flooding the  
decks. Vessel straining and labouring  
heavily. 6th, same weather, with hard  
squalls, wind N. by E. 7th, moderating to  
strong breeze, rain squalls, moderating to  
port. The British steamer *Haitan* reports:  
Had light N.E. wind and fine weather.

The British steamer *Formosa* reports:  
Left Tamsui 6th, had fresh N.E. gale, and  
high sea to Amoy. Left Amoy 7th, had  
moderate N.E. winds and smooth sea to  
Breaker Point; thence to port light variable  
sea and calm.

The British steamer *Pho Chem Kiao* re-  
ports: Light wind and fine weather to  
Pulo Obi, and from there to port, strong  
monsoon, with high head sea.

The British man-of-war *Porpoise* reports:  
Had fine weather.

## MEMOS. FOR MONDAY.

**Shipping.**

10 a.m.—*Polythemia* leaves for Harro, &c.  
Noon.—*Elektra* leaves for Trieste, &c.  
1 p.m.—P. M. S. S. Co.'s Steamer leaves  
for Yokohama and San Francisco.  
3 p.m.—*Taisang* leaves for Shanghai, &c.  
3 p.m.—*Phoenicia* leaves for Yama, &c.  
4 p.m.—*Amoy* leaves for Shanghai, &c.  
*Achilles* leaves for Shanghai, &c.

**Meeting.**  
5.30 p.m.—Meeting of Zetland Lodge.

**Amusements.**  
3 p.m.—Woodyear's Royal Australian  
Circus at Old Central Market.  
9 p.m.—Woodyear's Royal Australian  
Circus at Old Central Market.

**Vol. XVIII. No. 2.**  
**'CHINA REVIEW'**

**NOW READY.**

**BY APPOINTMENT.**  
**A. S. WATSON & COM-  
PANY, LIMITED.**

ESTABLISHED A.D. 1841.

**MANUFACTURERS OF  
AERATED WATERS.**

OUR AERATED WATER  
MANUFACTORY

is replete with the best Machinery, em-  
bodying all the latest improvements in  
the trade.

THE greatest attention has been paid to  
appliances for ensuring purity in the  
Water supply, to secure which we have  
added a Condenser capable of supplying us  
with 3,000 gallons of distilled water a day,  
and are now in a position to compete in  
quality with the best English Makers. Our  
Sweet Waters cannot be surpassed any-  
where.

The purest ingredients only are used,  
and the utmost care and cleanliness are  
used in the manufacture throughout.

For COAST PORTS, Waters are packed  
and placed on board ship at Hongkong  
packages, and the full amount allowed for  
Packages and Emplies when received in  
good order.

Counterfeit Order Books supplied on  
application.

**COAST PORT ORDERS,**  
whenever practicable, are despatched by  
first steamer leaving after receipt of order.

Our Registered Telegraphic Address is,  
"D. S. WATSON & CO., HONGKONG,"  
And all signed messages addressed thus  
will receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:—  
**PURE AERATED WATER.**  
**SODA WATER.**  
**LEMONADE.**  
**POTASH WATER.**  
**SALTZELER WATER.**  
**LITHIA WATER.**  
**SARSAPARILLA WATER.**  
**TONIC WATER.**  
**GINGER ALE.**  
**GINGERADE.**

No Credit given for bottles that are  
dirty, or greasy, or that appear to have  
been used for any other purpose than  
that of containing Aerated Waters, as  
such bottles are never used again by us.

**2291 HONGKONG DISPENSARY.**

**DEATH.**

Died, suddenly, in Hongkong, on Sat-  
urday morning, the 7th Inst., of heart disease,  
Gao Tsang Lason, Civil Engineer and  
Ph.D. of Yale University, U.S.A., late in  
the Imperial Chinese Government Service,  
at Tientsin. Shanghai papers please copy.

The publication of this issue commenced  
at 8.45 p.m.

**The China Mail.**  
HONGKONG, MONDAY, DECEMBER 9, 1889.

**TELEGRAMS.**  
[SUPPLIED TO THE 'CHINA MAIL']  
(Via Southern Line).

**ACCIDENT TO EMIN PASHA.**  
London, December 6.

Owing to defective sight Emin Pasha  
walked through a window at Bagamaya,  
fracturing his skull, and he now lies in a  
critical condition.

(From Singapore Papers.)

**THE NAVY.**  
Captain Lord Charles Beresford has been  
appointed to H.M.S. *Undaunted*.

**FRANCE.**  
Paris, Nov. 28.—The Committee of the  
Chamber of Deputies has quashed the elec-  
tion of M. Joffe for Montmartre.

**LOCAL AND GENERAL.**

**PASSED SUEZ CANAL.**  
OUTWARD BOUND:—Lionel, Oct. 15; Eu-  
phrat, Nov. 8; Merionethshire, Am-  
denhall, 10; Elektra, Prometheus, 19;  
Benlifer, Glenmorris, 22; Ironclad,  
Palamon, 24.

HONGKONG BOUND:—Shanghai, Nov. 5;  
Benlifer, Ningchow, 15; Ajax, Nov. 5;  
Bay, 10; Necker, Palamedes, 22;  
Moguna, Nantel, Orestes, Pelamora,  
Gao Quen 26.

The O. & S. S. Co.'s steamer *Oceanic*  
with the AMERICAN MAIL of Nov. 21  
is to leave Yokohama on Tuesday, the  
10th Nov., at daylight, and may be  
expected here on or about Sunday,  
the 16th Dec.

The Canadian Pacific s.s. *Batavia* left  
Yokohama for Japan, &c., on the 29th  
Nov.

The Canadian Pacific s.s. *Parthia* left Yo-  
kohama for Kobe and this port on Dec.  
2nd.

The O. S. S. Co.'s steamer *Achilles*, from  
Liverpool, left Singapore on the 2nd  
Dec., and may be expected here on or  
about the 9th Dec.

The Glen Line steamer *Glenearn*, from  
London, left Singapore on 2nd Dec.,  
and may be expected here on or about  
the 9th Dec.

The s.s. *Glenkil*, from London, left Singa-  
pore on the 7th inst., and is due here  
on or about the 14th inst.

The s.s. *8th*, from Liverpool, left Singa-  
pore on the 8th inst., and may be ex-  
pected here on or about the 16th inst.

The E. & A. S. Co.'s steamer *Catherin*  
left Amoy for this port on the 6th  
inst., and may be expected here  
on or about the 16th inst.

The P. & O. Co.'s extra steamer *Elektra*  
left Bombay for Singapore and this port  
on the 26th Nov.

The P. & O. Co.'s extra s.s. *Shanghai* left Lon-  
don for this port on the 28th Nov.

The delivery of the English Mail was be-  
gun at 11 a.m.

There will be no Concert at the Sailors'  
Home to-morrow (Tuesday) evening.

During the week ending 8th December,  
1889, 171 Europeans and 2533 Chinese  
visited the City Hall Museum.

The French flag ship *Tureine* arrived here  
this morning on her way home and saluted  
as she entered the harbour.

We would draw attention to the advertise-  
ment with regard to the performances of  
the Military Mimmers.



**Tan Shanghai Courier writes:**—The *Chungking* arrived at Shanghai on the 26th inst., but was not accompanied by the *Tamisi* as expected. It seems the *Chungking* left Swatow on the 25th inst., but put into Amoy through stress of weather. She left again next morning in company with the *Tamisi*, and at 10 a.m. saw the *Tamisi* flying signals of distress. Having proceeded to her, it was found that the *Tamisi* had lost her rudder and rudder post. The *Chungking* tried to tow her, but the sea was so heavy that the tow rope parted, and she proceeded to Amoy for new hawsers, leaving the *Tamisi* at anchor off the 23rd, but when she got back to the place where she had left the *Tamisi* the vessel could not be found. According to the *N. C. Daily News* of 6th inst., the missing steamer *Tamisi* was seen on Friday night by the *Chungking* at anchor off Ooloon. She appeared to have damaged her rudder, while coming through the channel inside Dodd Island.

Here is what the *Straits Times* writes about it:—That Colony (Hongkong) is advantageously situated for the collection of capital and with healthy speculative activity, it is bound to go ahead still more marvellously; but it is only proper to note that His Excellency's text is the blue book of 1888, and that he has perhaps scarcely given due weight to the unusual nature of the demand for, and appreciation of, stocks. We are advised that the depreciation, during the last four months, of stocks held in Hongkong amounts to at least eight millions of dollars, and it has further to be noted that many of the European holders of the demand for, and appreciation of, stocks. We are advised that the depreciation, during the last four months, of stocks held in Hongkong amounts to at least eight millions of dollars, and it has further to be noted that many of the European holders of the demand for, and appreciation of, stocks. We are advised that the depreciation, during the last four months, of stocks held in Hongkong amounts to at least eight millions of dollars, and it has further to be noted that many of the European holders of the demand for, and appreciation of, stocks.

**Tan Straits Times** says there will shortly be offered to the investing public the largest Phalangy scheme that has yet been put upon the market. The present scheme is to form a Company with no less than one million and a quarter sterling of capital, and the vendor and promoter is Mr. W. Fraser, who was the first person to bring the scheme before the public. The scheme is to form a Company with no less than one million and a quarter sterling of capital, and the vendor and promoter is Mr. W. Fraser, who was the first person to bring the scheme before the public. The scheme is to form a Company with no less than one million and a quarter sterling of capital, and the vendor and promoter is Mr. W. Fraser, who was the first person to bring the scheme before the public.

Some valuable remarks have been made, says the *London & China Directory*, on the Chinese Secret Societies in the Straits Settlements, with are worthy of attention at the present time. A Government *Gazette* Extraordinary has notified that the suppression of these societies is to take place on Jan. 1 next, for the purpose of any association or club or society has to register itself with its declared purposes. It will be needless to traverse the whole ground again; but we sincerely hope that the Government will have ready some means to replace what is legal in these societies, so that we may not be simply prohibited and lose them without being sufficient, for, as Sir Andrew Clarke says, they can be led and used for good purposes; but 'try to suppress them altogether and you will drive them deeper below the surface, and render them really dangerous.' The Government of the Straits Settlements are now committed to their suppression, and must act firmly; but it might well consider the above remarks, and see their way to give some substitute for what they are taking away.

**Tan Shik Pu's** Nagasaki correspondent quotes the following sensational paragraph probably obtained from Japanese sources:—'Tashima, although in fact an uninhabited lonely island, is one of the keys to Japan as an invader coming from the sea, and the strategic importance of the island is so great that the Japanese Government has decided to occupy it in the early days of Meiji nearly captured it, but the Japanese army after a slight encounter with them succeeded in securing it. When the British recently took possession of the island, the Japanese Government was led to its occupation to Russia to seize Tashima as a counter-move, and the Muscovite Government were inclined to view the scheme with favour, but the abandonment of Port Hamilton by the British made them give up the idea of Tashima. The Japanese now intend to work to strengthen the island's defences with men and forts. Had the late negotiations for the abolition of extraterritoriality and the right of foreigners to reside all over Japan, come to anything, the Russians would have bought all Tashima for about half a million taels, and they were therefore much disappointed when they ended in a fiasco. Even a portion of the money they speak on establishing the Church at Suruga would have been enough to give them this commanding foothold.'

## THE LEGISLATIVE COUNCIL AND THE ESTIMATES.

### MEETING OF FINANCE COMMITTEE.

The Finance Committee of the Legislative Council met this afternoon for the purpose of dealing with the Estimates. There were present: Hon. A. Lister, Acting Colonial Secretary (presiding); Hon. H. E. Wedderburn, Acting Colonial Treasurer; Hon. A. J. Leach, Attorney General; Hon. S. Brown, Surveyor General; Hon. N. G. Mitchell, Inspector of Prisons; Hon. W. M. Deane, Captain Superintendent of Police; Hon. P. Ryrie, Hon. W. E. H. Hon. C. P. Chatter, Hon. A. P. MacEwen, Hon. J. J. Kewick, and Mr. A. Roth, Clerk of Council.

### THE DEFENCE CONTRIBUTION.

The Chairman—Before we begin with the estimates I may say a word or two about the defence contribution. I proposed to look into the figures, having done so I find that the amount required in pounds sterling, not in dollars, which rather complicates the question, was not £120,000, but £110,000. At that time the dollar was computed at 8/4, which seems to be a fair rate of exchange, in fact the fair rate was made at 8/8, since which exchange has gone steadily down. But computing at 8/4, which was of course a mere guess, it gives £99,000. Well, if we look at it in pounds sterling we have £20,000 less, or £80,000, but if we look at it in dollars, of course the amount is larger according to the rate of exchange. Looking at the original vote of £600,000, there is about £41,000 left, but of course, as I say, if it is looked at merely in pounds sterling, and perhaps that is the correct way to look at it, there is only a trifling over £3,000 unexpended. If any member desires to look at

the figures I have them here and they are at his disposal.

Mr. Ryrie—Are all the works completed now?

The Chairman—No, I believe not.

The Surveyor General—I think we may safely say that we are not. There are some works now being commenced or in a very early stage of progress.

The Chairman—Works which the Colony will have to pay for?

The Surveyor General—I presume they are works which the Colony will have to pay for.

The Chairman—Of course the amounts fixed were understood to be merely approximate, that is to say, the sum asked for. It was stated it was to be approximately, because until the designs were all completed and the cost of the work ascertained it was impossible to give an exact estimate. No time was to be lost in obtaining a correct estimate, and the work was to be carried out with the utmost economy as far as compatible with efficiency. So you see there seems to be a delightful elasticity about the matter.

The Surveyor General—May I ask whether the contribution was one for the completion of certain works or a contribution to the total sum of certain works?

The Chairman—It was a contribution to pay for certain works of which there is a list given and which were estimated to cost £110,000. It was not in aid of these works but to pay for them.

The Surveyor General—That I suppose, makes them works which the Colony will have to pay for.

Mr. MacEwen—Is there no official record of what actually occurred at the time this vote was made?

The Chairman—Certainly, here are the minutes of the Council and the works. If you wish I shall hand them to you; they are somewhat too lengthy perhaps to read just now.

Mr. MacEwen—Perhaps it would be well to lay them on the table if that has not already been done.

The Chairman—All the printed papers have already been made public. These are all printed except the first sheet, and are at the disposal of hon. members or the press. As these things do not get forgotten it is perhaps just as well to have them in the hands of the public. The first sheet showing the payments made both in pounds sterling and in dollars.

Mr. Ryrie—Have you got the exact terms of the vote?

The Chairman—Yes; in fact it is in the proceedings of the Council.

Mr. Ryrie—This was in committee.

The Chairman—The Committee of the Council recommended the additional sum of £20,365 asked for, but they did so on the distinct understanding that this was to be a final vote.

Mr. MacEwen—Then I understand that if we have under the heading 'Extraordinary Expenditure' more than £30,000 for defence now, that would be in excess?

The Chairman—If you look at it strictly from the point of view of the vote, it is in excess, but I think, considering its having been fixed in sterling, the whole account should be kept in sterling. Then there is that unfortunate proviso that it is only an approximate estimate, and whatever the Colony may have said in reference to it, it is rather a case of reckoning without your host. If the Colony made the stipulation that they were not to pay more, was that stipulation accepted?

Mr. Ryrie—It was accepted by their taking the money.

The Chairman—I can't pretend to answer that question.

The Surveyor General—I understand that the last vote was given on the understanding that it was to be final, and I should think there is no amount was limited to the three hundred and not depend on whether the works cost more or less.

The Chairman—That is the Colonial view of it. It has been accepted at home without any remark.

Mr. Deane—This was in 1886, was it not?

The Chairman—The final vote was in March 1886.

The Acting Colonial Treasurer—Has any of the money been used in any other way than for these works?

The Chairman—I cannot say.

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son, which, although not commenced yet, will, I hope, be begun soon. I don't know what the obstacle is; everything is ready, and we are only waiting for the French Post Office to give authority for opening the mail at sea. Seeing that this authority did not come so soon as was expected, I suggested to His Excellency some weeks ago that a letter should be written to the French Authorities, asking that proceedings might be hastened as everything is ready. That letter has been sent through the French Consul here, who promised to do his best to obtain a satisfactory answer, and we are now waiting for a reply to it. That is the first cause of increase, a number has always been sent to Mr. MacEwen—How many clerks do you employ for this purpose?

The Chairman—Two to go to sea, and they would take two Chinese with them. Then of course they must be replaced. There are some recommendations by Mr. Traversa also. Of course I need not point out that the Post Office has been for a long time hopelessly under-manned, and was only preparing to have two additional clerks.

Mr. MacEwen—At what do you estimate the total expense of setting the French Mails in order to find out whether it is worth the expense or not.

Captain Deane—\$3,280, is it not?

The Chairman—Yes, but deduct the decrease, please, and it is \$1,408 a year, or say \$130 monthly, that about represents it. I fancy you may find it will cost more than that, because I don't know but what the French Post Office will charge for the accommodation required for setting the letters, although they have made no claim as yet.

Mr. MacEwen—Is it considered really absolutely necessary to have the French mails sorted at sea? How long, as a rule, does it take to do it here?

The Chairman—About an hour and a quarter.

Mr. MacEwen—Well, it appears to me to be a somewhat unnecessary expenditure.

Mr. Ryrie—It was recommended by the Chamber of Commerce, I think.

The Chairman—Yes, I think it was. Well, speaking candidly, I must confess that I have always been in favour of the question, and I would have brought it forward before but for two reasons. The first was that I had not the slightest belief that they would consent to it, and I am only surprised that they have done so. The second was that I had a hasty man I would make any bet he liked to name that they would not consent. Another consideration was that it was not worth the money. To save the Colony, say, an hour and a half, and it costs \$130, which I am sure will not be the limit of the expense, and that I think is at least somewhat dear.

Mr. Ryrie—It is more than \$130 a month.

The Chairman—As it stands it is soundly \$1,408 a year. Well, I think, now that the arrangement has been made, it would be well to give it a trial. I need not say it will be an immense relief to the Post Office, and looking at it from a selfish point of view I should be disposed to recommend it at all hazards. Still I think it is rather a luxury and a somewhat expensive luxury.

Mr. MacEwen—Perhaps it would be well to give it a trial for a few months.

The Chairman—I think so. In fact I hardly see how you can get out of it. We have had it for some time, and they have made such a favour of granting it that I don't see how we can get out of it.

Mr. Ryrie—It was well known at the time it was recommended that it would be an additional expense.

Mr. Chatter—It is not a very large expense after all.

The Chairman—Not very large, only the saving of time is so comparatively small.

Mr. Chatter—I think it is more than an hour and a half.

The Chairman—Well, that is a thing I think I should know something about. From the time the first bag touches the floor of the Post Office till the first bag is delivered is as nearly as possible an hour and a quarter, unless, of course, there is some special case, such as a heavy mail going out, or some of the men are sick. Of course if you reckon from the time the steamer anchors it is very much more, because the great delay is in getting the mails on shore. Now that we have our own launch that obstacle ought to be removed, and the use of their launch there was usually a hawser to put out or some other thing to be done first, which caused delay.

Approved.

### INCREASE TO THE POST MASTERS AT COAST PORTS.

The Chairman—The next item in connection with the Post Office is a somewhat heavy one and has been asked for several years. It is the increase of salaries to our agents at the Coast Ports. The work at the ports has increased enormously, and need not tell you how much the greater work has increased, but I may say the work of our agents has been tried in some cases.

Mr. Ryrie—Not in all the ports.

The Chairman—Not in all, certainly, but at the bigger ports, Swatow and Amoy, especially. Besides, our agents have been an addition to their labours, and for years past they have been pointing this out and we have been trying to get some assistance from the London Post Office, which however has been steadily refused. As last the Government has agreed to meet these claims, as there is really no possibility of refusing them longer.

Mr. Ryrie—Some of them only used to get £50 a year.

The Chairman—Yes, the agent at Ningpo for instance.

Mr. Ryrie—And the agent at Canton, too, for many years.

The Chairman—Yes, but he has got a slight increase as well as a day steamer now, and sometimes an extra steamer, and the work at Canton takes a tremendous amount, as he has to be there morning and night.

Approved.

### THE LOCAL DELIVERY OF MAIL.

The Chairman—You will find the last item under this head is the local delivery of mail. It is a scheme I arranged with Mr. Deane some time ago, and it has not been for years what I ought to be. We have to act all our men to contract mail work, and very often not a single person can be sent out with local letters till three o'clock in the afternoon or even later. Take the case of an English mail leaving in the morning. It is carried out by hand to the steamer. The moment the English mail is gone the American mail, which has been accumulating, has to be dealt with, and it is not possible to send out letters to anybody until half-past three. The whole delivery of mail is thus carried out by hand, and it is as happens to tell for them, and it does not come at all their letters are not delivered. It is not a creditable state of things, to say the least of it. It is therefore proposed to establish an office quite independent of the general post office, which will commence to deliver local letters only at half-past eight in the morning and con-

tinued delivering till eight o'clock in the evening, with a slight interruption about five o'clock for the men to get a rest. There will be about nine deliveries daily in the morning and three in the afternoon, and this will go on quite irrespective of the contract-mails coming in or going out. I am inclined to think myself it would not only be a great boon to the merchant class here, and everybody else, but that it would pay its own expenses.

Mr. Ryrie—How would it pay its own expenses?

The Chairman—Because people now shun the local delivery, as they find it useless, in this way—suppose a merchant has a letter to send to the family of a merchant here he does not post the letter because he knows it will only be delivered at the office, and he wants it to go to the house. Now every letter would be delivered exactly as it is addressed.

Mr. Ryrie—I think it is a very good idea indeed and will be a great boon.

Mr. Ryrie—I see \$5,940 is put down as the total.

Mr. MacEwen—Who is the superintendent?

Mr. Chatter—He is not appointed yet.

Mr. MacEwen—He would not have any other work than this connected with the Post Office?

The Chairman—No, and he would be on duty there very long hours. He would be there from morning till night, from 8 in the morning till eight at night. He would be just the same as a local postmaster.

Mr. Chatter—There is an item of \$1,200 for rent of rooms; where do you intend to get them?

The Chairman—Where in the way of getting a place in Crosby's old store.

Mr. Chatter—There is no room in the Post Office?

The Chairman—Not a square inch.

Mr. Chatter—Then this will be a different staff altogether from the present Post Office staff?

The Chairman—Exactly, but under the Postmaster General. I think the increased revenue from the Chinese Post Office will be sufficient to pay for the whole of this scheme, and the increase in the same way the Coast Port agents as well, and leave something over.

### OBSEVATORY.

The Chairman—There is an increase to the salary of the Director—\$600.

Mr. MacEwen—Having so recently returned to the Observatory, I have not had time to enter fully into the particulars with reference to the Observatory, because there are complaints made in the Colony of the somewhat unsatisfactory manner in which the Observatory was run, and the notice of appointment and indications of bad weather. It is a matter that ought to be taken into consideration.

The Chairman—The increase was granted by the Secretary of State on the recommendation of the Government.

The Deputy Secretary of State was asked to enter the Colony I have not had time to enter fully into the particulars with reference to the Observatory, because there are complaints made in the Colony of the somewhat unsatisfactory manner in which the Observatory was run, and the notice of appointment and indications of bad weather. It is a matter that ought to be taken into consideration.

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The Chairman—The increase was granted by the Secretary of State on the recommendation of the Government.

The Deputy



## Intimations.

## IMPORTANT NOTICE.

A. S. WATSON &amp; Co., Ltd.

SPECIAL ATTENTION to their last

Shipment of

CHRISTMAS CARDS.

JUST TO HAND.

A full Assortment of First-class Goods is now on View, including a Choice Selection of Minton's HAND-PAINTED ORNATE, and all the latest Novelties of the best English and Continental Artists to be found in the Market.

CHRISTMAS CONFECTIONERY.

We are now offering a good variety of this class of Goods, all in splendid condition, at Moderate Prices, comprising:—

CHOCOLATES, CHOCOLATE CRENS, CHOCOLATE SWEETS, BURNETT and SUGAR

JORDAN ALMONDS, &amp;c.

FANCY CRACKERS, &amp;c.

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We have just received and opened out a First-Class Assortment of NEW PATENT

CAMERAS, LENSES and appliances of all kinds, suitable for both Amateurs and Professionals.

The Cameras and Lenses are of Exceptional quality, specially made for use in tropical climates and fitted with all the latest improvements.

CHEAP SETS of APPARATUS for AMATEURS and TRAVELLERS. Three sizes (viz.) 1, 2, and 3, and whole plate. Complete in strong Wood Cabinets.

DRY PLATES—Thomson, Lifford, Britannia, &amp;c., kept in stock.

PHOTO CHEMISTS and SUPPLIES of all kinds at Moderate Prices.

Hongkong, November 18, 1889. 2186

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are

respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Secretary, who will be at the Office, should be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 26, 1889. 1458

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

(To take effect from 1st November.)

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.

12 to 2 p.m. " " half hour.

(CIPFEN CAR at 12.45).

3 to 7.30 p.m. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SATURDAYS.

NIGHT TRAMS at 8.45 p.m., 9 p.m., 10.30 p.m. and 11 p.m.

SUNDAYS.

10.40 a.m.

12 noon to 2 p.m. every quarter of an hour.

3 to 7.30 p.m. every quarter of an hour.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Chief Ticket Office and Reduced Tickets at the Office.

McEWEEN, FRICKEL &amp; Co., General Managers.

Hongkong, October 30, 1889. 2070

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUSCRIBED CAPITAL, \$5,000,000

PAID-UP CAPITAL, 2,500,000

RESERVE FUND, 1,250,000

Board of Directors:

HON. J. J. KESWICK, Chairman.

HON. C. P. CHATER, Managing Director.

E. A. SOLOMON, Esq., Vice-Chairman.

J. S. MOSES, Esq., S. O. MOORE, Esq., G. B. NOBLE, Esq., G. LEE SING, Esq., POON PONG, Esq.

Bankers:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estate managed, and all kinds of Agency and Commission Business relating to Land, &amp;c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A SHERIDAN HOOPER, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1889. 314

SCOTT'S EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime &amp; Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCURF, AND AFFECTIONS OF THE THROAT AND ALL AFFECTIONS OF CHILDREN OF ALL AGES.

Prescribed and endorsed by the best Physicians in GOLD BY ALL CHEMISTS.

Agents for China and Hongkong: Messrs. WATSON &amp; Co. (LIMITED).

Hongkong, December 17, 1889. 2181

## Intimations.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Under-

mentioned BANK SHARE CERTIFICATES

No. B 2071, 2465/95, 4645/92, 2194/55, 14389/92 &amp; 51692/712

in the name of L. MENDEL, 50 Shares

No. B 2090, 3280/3289, 1406/10, 125

No. B 2134, 5390/23, 57342/46

in the name of W. D. SENEZ, 16

No. B 2269, 27018/27039, 16

in the name of W. H. GASKELL, 16

together ONE HUNDRED SHARES, HAVE

BEEN LOST, and should the same not be

produced before the Thirty-first day of

December next, NEW CERTIFICATES

will be issued to the said L. MENDEL, W. D. SENEZ and W. H. GASKELL respectively, and the aforesaid Certificates B 2071, B 2090, B 2134 and B 2269, will be there- after treated by this Corporation as null and void.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

G. B. NOBLE, Chief Manager.

Hongkong, October 1, 1889. 1899

CHAS. J. GAUFF &amp; Co.,

Chronometer, Watch &amp; Clock Makers,

Jewellers, Gold &amp; Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RELIABLE LIQUID AND OTHER COMPASSES, ADMIRALTY &amp; TRIMAR CHARTS, NAUTICAL BOOKS.

English SILVER &amp; ELECTRO-PLATED WARE, CRISTOFLO &amp; Co.'s ELECTRO-PLATED WARE, GOLD &amp; SILVER JEWELLERY in great variety.

DIAMONDS

DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

LOST.

THE UNDERNOTED 100 SHARES of the

HONGKONG &amp; SHANGHAI BANKING CORPORATION, being the Property of the

Undernoted, having been LOST, the Public are warned against negotiating same.

Scrip No. Nos. of Shares.

50 Shares, B2091 3465/6, 4645/92, 2194/55, 14389/92, 51692/712

10 Shares, W.D. SENEZ, B2090 3280/3289

25 Shares, W.D. SENEZ, B2134 5390/23, 57342/46

15 Shares, W.D. SENEZ, 1406/10

10 Shares, W.H. GASKELL, B2269 27018/27032

100 Shares.

The TRANSFER of these SHARES has been STOPPED at the BANK.

H. N. MODY.

Hongkong, September 9, 1889. 1794

WINDSOR HOUSE, HONGKONG,

No. 8, QUEEN'S ROAD CENTRAL,

PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the General Post Office. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well-furnished BED-ROOMS with all comforts. A Good Table kept.

TABLE D'HOTEL—Breakfast, 5.30 a.m. till 1 p.m.; Dinner, 7.30 p.m.; Supper, 10.30 p.m. by the Month, Day, or Single Meals, at reasonable rates.

ARRANGEMENTS can be made to SERVE MEALS in GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1632

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(FORMERLY ATTENDED APPRENTICE AND LATELY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS,

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address, 2, DUNDRELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 68

JUST PUBLISHED—Price, 50 Cents.

MISSION STRANGERS:

History of the Churches of India, Burmah, Siam, China, Japan, &amp;c., &amp;c., &amp;c.

TRANSLATED BY E. H. PARKER, Esq., H.B.M.'s Consul Service.

To be had of Messrs. LANE, NEWNOLD &amp; Co.; Messrs. KELLY &amp; WALES (Ld.); and Mr. W. BARNES; and at the China Mail Office.

Hongkong, November 6, 1889. 2122

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

B. P. CHERRY, American ship, Capt. E. Humphreys—Order.

DARRA, British barque, Captain Edw. Finlayson—On time.

CHINA ADRIAL, American ship, Captain James P. Howell—Molochre &amp; Co.

NELLIE M. SLADE, American barquentine, Capt. J. O. Teixeira—Captain.

PENSHAW, British barque, Captain John Inskip—Gibbs, Livingston &amp; Co.

SUN MENDEL, British barque, Capt. D. Gower—Captain.

VALKYRIE, British barque, Captain J. Balke—Chong Woo.

## Notices to Consignees.

## FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Epiphania*, Capt. L. VOUTHER,

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-

signature by the Undersigned, and to take immediate delivery of their Goods from along-

side. Optional Cargo will be forwarded un-

less notice to the contrary be given before 4 p.m. To-day.

Any Cargo impeding their discharge will be landed into the Godowns of the Hon-

orable, Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst. at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN &amp; Co., Agents.

Hongkong, December 7, 1889. 2307

## CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *PORT AUGUSTA*, FROM VANCOUVER, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-

signature, and take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL &amp; Co., Agents.

Hongkong, December 6, 1889. 2306

## SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *DENBIGHSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed at their risk into the Godowns of the Kow-

loon Wharf and Godown Co., Ltd., where they will be stored at Consignees' risk and expense.

Optional Cargo will be forwarded un-

less notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th Inst., or they will not be re-

cognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL &amp; Co., Agents.

Hongkong, December 4, 1889. 2305

## SHARE LIST—QUOTATIONS—DECEMBER 9, 1889.

Stocks

No. of Shares

Value

Paid-up

Closing Quotations, Cash.

HONGKONG AND SHANGHAI BANK CORP.

80,000

\$ 125

all

185 % prem., cash

CANTON INSURANCE CO., LTD.

10,000

\$ 250

all

\$ 130

CHINA TRADING CO., LTD.

24,000

\$ 33.33

25 % 72, buyers

CHINA INSURANCE CO., LTD.

1,500

\$ 1,000

200 \$150, nominal

NORTH CHINA INSURANCE CO., LTD.

5,000

\$ 200

50 \$10, 250

STRAITS INSURANCE CO., LTD.

30,000

\$ 10.18

20 \$23

FANGSHAN INSURANCE ASSOCIATION, LTD.

8,000

\$ 850

25 \$103, ex div., buyers

FIRE INSURANCE CO., LTD.

20,000

\$ 100

20 \$87

HONGKONG FIRE INSURANCE CO., LTD.

8,000

\$ 250

50 \$382

SHANGHAI FIRE INSURANCE CO., LTD.

20,000

\$ 103

20 \$16

WATER AND MARINE INSURANCE CO., LTD.

40,000

\$ 109

20 \$15, nom.

SINGAPORE INSURANCE CO., LTD.

12,500

\$ 125

all 56 % prem.

HONGKONG AND SHANGHAI BANK CORP.

80,000

\$ 125

all

185 % prem., cash

CANTON INSURANCE CO., LTD.

10,000

\$ 250

all

\$ 130

CHINA TRADING CO., LTD.

24,000

\$ 33.33

25 % 72, buyers

CHINA INSURANCE CO., LTD.

1,500

\$ 1,000

200 \$150, nominal

NORTH CHINA INSURANCE CO., LTD.

5,000

\$ 200

50 \$10, 250

STRAITS INSURANCE CO., LTD.

30,000

\$ 10.18

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SHANGHAI FIRE INSUR